

**AMENDMENTS TO THE CLAIMS**

**This listing of claims will replace all prior versions and listings of claims in the application:**

**LISTING OF CLAIMS:**

1. (currently amended): ~~Method~~ A method for producing a safety wheel for a subway coach bo~~gi~~e, or the like, bo~~gi~~e running on pneumatic tires, said safety wheel being adapted to be interposed between a chassis of the bo~~gi~~e and a corresponding pneumatic tire, in which a steel blank is taken above the temperature of austenitic transformation of said steel, said blank presenting the shape of the said method comprising the following steps:

providing a steel wheel blank having a definitive wheel shape and comprising an outer peripheral zone comprising a braking portion, adapted to receive the action of a mechanical braking member, as well as a guiding portion projecting radially outwardly from the braking portion,

said method comprising the following steps of:

heating said steel wheel blank to above the austenitic transformation temperature of said steel,

–effecting a selective ~~then~~ selectively tempering of at least the braking portion of the wheel blank taken above the temperature of austenitic transformation of said steel, blank, without subjecting the guiding portion to this tempering, and then

–heating at least annealing by heating the tempered braking portion in order to effect an operation of annealing of this braking portion,

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with the result such that the hardness of the braking portion of the definitive wheel blank is clearly greater than the hardness of the said guiding portion of this wheel portion.

2. (currently amended): Method-The method according to Claim 1, wherein a-said selective tempering of the braking portion is effected for a duration of between 5 and 15 minutes, so as to take-reduce this braking portion to a temperature of between 150 and 250°C.

3. (currently amended): Method-The method according to Claim 1, wherein the step of selective tempering of the braking portion comprises the following steps of:

-disposing-disposing the blank blank, taken to above the temperature of said austenitic transformation temperature of said steel, in a substantially horizontal manner, its guiding portion being placed above its braking portion, and then

-spraying-spraying the braking portion with a cooling liquid.

4. (currently amended): Method-The method according to Claim 1, wherein-wherein, in said heating step, at least the tempered-braking portion is heated to a temperature of between 850 and 900°C, for a duration of between 2 and 3 hours.

5. (currently amended): Method-The method according to Claim 1, wherein-wherein, in said annealing step, the whole of the blank is heated, after having effected-said tempering of the braking portion.

6. (original): Method according to Claim 1, wherein said blank is made of a carbon steel in accordance with type R2 or type R8 of standard UIC 812-3.

7. (original): Method according to Claim 6, wherein said carbon steel comprises, by weight, up to 0.700% of silicon, up to 0.120% of molybdenum and up to 0.400% of chromium.

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8. (new): The method according to claim 5, wherein, during said annealing step, the whole of the blank is heated to a temperature of between 400 and 500°C for a duration of between 1 and 2 hours.

9. (new): The method according to claim 4, wherein, during said annealing step, the whole of the blank is heated to a temperature of between 400 and 500°C for a duration of between 1 and 2 hours.

10. (new): The method according to claim 1, wherein, on the Brinell scale, said hardness of the braking portion is between 293 and 311, and said hardness of said guiding portion is between 195 and 220.